

BEFORE  
THE PUBLIC SERVICE COMMISSION OF  
SOUTH CAROLINA  
DOCKET NO. 2020-260-T - ORDER NO. 2021-180

MAY 24, 2021

IN RE: Application of Anytyme Movers LLC for a	)	ORDER GRANTING
Class E (Household Goods) Certificate of	)	CLASS E HOUSEHOLD
Public Convenience and Necessity for	)	GOODS MOTOR
Operation of Motor Vehicle Carrier	)	CARRIER CERTIFICATE

**I. INTRODUCTION**

This matter comes before the Public Service Commission of South Carolina (Commission) on the Application of Anytyme Movers LLC (Anytyme Movers) for a Class E Certificate of Public Convenience and Necessity to render household goods motor carrier services on a statewide basis.

**II. FACTS AND PROCEDURAL HISTORY**

Anytyme Movers, a limited liability corporation, filed an Application for a Class E Certificate of Public Convenience and Necessity with the Commission on October 29, 2020. Paul V. Degenhart submitted a Notice of Appearance on behalf of Anytyme Movers on January 28, 2021. Anytyme Movers later filed an Amended Application on February 2, 2021. Anytyme Movers proposes to render household goods services on a statewide basis.

The Office of Regulatory Staff (ORS), a party of record pursuant to Section 58-4-10 of the South Carolina Code of Laws (Supp. 2020), filed a Notice of Appearance on October 29, 2020. On February 3, 2021, ORS notified the Commission it did not intend to

file testimony in the docket, but had reviewed the Application and was of the opinion Anytyme Movers would meet the fit, willing, and able requirements of S.C. Code Ann. Regs. 103-133 (2012). ORS also stated it will ensure the Applicant complies with all applicable statutes and regulations and any conditions the Commission establishes before ORS issues the certificate.

By letter dated October 30, 2020, the Clerk's Office of the Commission instructed Anytyme Movers to publish the Notice of Filing (Notice) in newspapers of general circulation in the areas affected by the Application. The Notice provided information regarding the nature of the proceeding and advised any person desiring to participate as a party of record to file a Petition to Intervene on or before December 7, 2020. The Commission required Applicant to publish the Notice on or before November 16, 2020, and to provide proof of publication no later than December 7, 2020. In correspondence dated December 17, 2020, the Clerk's Office notified Anytyme Movers it had failed to comply with the deadlines the Commission established for the proof of publication and notified Anytyme Movers the docket would be presented for dismissal if proof of publication was not provided by December 23, 2020. The Applicant filed proof of publication on December 21, 2020, indicating the Notice was published in *The State* newspaper on November 17, 2020. No party intervened in this docket.

The Commission held a public hearing on February 4, 2021, at 10:00 a.m., chaired by Vice Chair Florence P. Belser. The Applicant placed twelve exhibits into evidence, with a 13<sup>th</sup> late filed exhibit noted, and offered the testimony of Leroy Williams. The affidavit of Shipper Witness Nelson Jones was entered into evidence as part of the twelve

hearing exhibits. ORS admitted into evidence its correspondence dated February 3, 2021, regarding its review and offered the testimony of Tom McGill of ORS. At the conclusion of the hearing, the Applicant notified the Commission it may file an Amended Tariff should it choose to offer one man moving services and/or piano moving services.

On March 3, 2021, the Commission issued a Directive Order carrying the matter over because Anytyme Movers had not filed a final tariff. Thereafter, in correspondence dated March 9, 2021, Anytyme Movers advised the Commission it would not offer one man moving or piano moving services, and it filed a Final Tariff on March 9, 2021. On March 24, 2021, the Commission issued a Directive approving the Application of Anytyme Movers for a Class E Household Goods Certificate.

### **III. EVIDENCE OF RECORD**

The Application and evidence presented at the hearing established the Applicant is financially sound, as set forth in its Financial Statement, has a vehicle designated for use in its moving business, has obtained an insurance quote for liability and cargo insurance, has employed four employees, and has a business plan to provide services on a statewide basis. The Applicant offered the testimony of its president and owner, Leroy Williams, and hearing exhibits including photographs of equipment, insurance quotes, safety certification, affidavit of the shipper witness, the Application, and the Amended Application. We note Anytyme Movers also filed a Certificate of Liability Insurance, as permitted in a late-filed hearing exhibit. The evidence indicated Anytyme Movers is familiar with the statutes and regulations governing household goods motor carriers operating with a Class E Certificate.

#### IV. APPLICABLE LAW

The Commission has the authority to approve the classification of every motor carrier in South Carolina, as established in Section 58-23-1010 of the South Carolina Code of Laws (2015). The South Carolina Code of State Regulations (2012) provides: “[a] Class E motor carrier is a common carrier of property (household goods or hazardous waste for disposal) by motor vehicle including a motor vehicle containing goods packed by a packing service. A Class E motor carrier must obtain either a Certificate of [Public Convenience and Necessity] or [fit, willing, and able] from the ORS after approval by the commission.” S.C. Code Ann. Regs. 103-114 (2012).

Pursuant to Section 58-23-260 of the South Carolina Code of Laws (2015), ORS, “upon order of the commission, may issue a certificate E for property-carrying vehicles which will not operate upon any particular route or schedule.” Furthermore, the statutory provisions governing Classes A and C certificates also apply to Class E certificates. § 58-23-280. Section 58-23-330 sets forth the grounds on which the Commission may approve or deny the issuance of a certificate:

[a]n applicant applying for a certificate . . . may be approved upon a showing based on criteria established by the commission that the applicant is fit, willing, and able to perform appropriately the proposed service. If an intervenor shows or if the commission determines that the public convenience and necessity is being served already, the commission may deny the application.

*Id.*

Section 58-23-590 establishes:

(A) The commission must promulgate regulations necessary to control entry and certification standards, set

rates and charges, and establish enforcement procedures and powers to govern the operations of carriers of household goods and hazardous waste for disposal.

. . .

(C) The Office of Regulatory Staff must issue a common carrier certificate or contract carrier permit of public convenience and necessity, upon order of the commission, if the applicant proves to the commission that:

- (1) it is fit, willing, and able to properly perform the proposed service and comply with the provisions of this chapter and the commission's regulations; and
- (2) the proposed service, to the extent to be authorized by the certificate or permit, is required by the present public convenience and necessity.

The commission shall adopt regulations that provide criteria for establishing that the applicant is fit, willing, and able, and criteria for establishing that the applicant must meet the requirement of public convenience and necessity. The determination that the proposed service is required by the public, convenience and necessity must be made by the commission on a case-by-case basis.

S.C. Code of Laws Section 58-23-590 (2015).

Regulation 103-133(1) establishes the proof an applicant for a Class E Certificate must provide to the Commission to give the Commission justification for approving the application:

An application for a Certificate of [Public Convenience and Necessity] . . . to operate as a carrier of household goods . . . by motor vehicle may be approved upon a showing that the applicant is fit, willing, and able to appropriately perform the proposed service and that the public convenience and necessity are not already being served in the territory by existing authorized service. . . . The following criteria should be used by the commission in determining that an

applicant for motor carrier operating authority is fit, willing, and able to provide the requested service to the public:

- a. **FIT.** The applicant must demonstrate or the commission determines that the applicant's safety rating is satisfactory. This can be obtained from U.S.D.O.T. and S.C.D.P.S. safety records. Applicants should also certify that there are no outstanding judgments pending against such applicant and that applicant is financially fit to do business as a certified carrier. The applicant should further certify that he is familiar with all statutes and regulations, including safety regulations, governing for-hire motor carrier operations in South Carolina and agree to operate in compliance with these statutes and regulations.
- b. **ABLE.** The applicant should demonstrate that he has either purchased or leased on a long-term basis, necessary equipment to provide the service for which he is applying. Thirty days or more shall constitute a long-term basis. The applicant must undergo an inspection of all vehicles and facilities to be used to provide the proposed service. The applicant should also provide evidence in the form of insurance policies or insurance quotes, indicating that he is aware of the commission's insurance requirements and the costs associated therewith. Additionally, the applicant can file a statement indicating the applicant's purpose for seeking a Class E Certificate, the applicant's 5-year plan if the commission grants the applicant a Class E Certificate, and such other information that may be contained in a business proposal.
- c. **WILLING.** Having met the requirements as to “fit and able,” the submitting of the application for operating authority would be sufficient demonstration of the applicant's willingness to provide the authority sought.

## **V. DISCUSSION**

Anytyme Movers requests approval to receive a Class E Household Goods Motor Carrier Certificate. The evidence presented by the Applicant and ORS indicates Anytyme Movers has shown it is fit, willing and able to provide motor carrier services under the requirements of South Carolina law. We note the proposed tariffs are reasonable and there is no evidence the rates are discriminatory.

ORS performed an inspection of Anytyme Movers and its equipment and expressed the opinion Anytyme Movers will meet the fit, willing and able standard the law requires. No person or party notified the Commission of its opposition to certifying Anytyme Movers to operate pursuant to its application. Accordingly, the application of Anytyme Movers to operate pursuant to a Class E Household Goods motor carrier in South Carolina should be approved.

## **VI. FINDINGS OF FACT**

1. Anytyme Movers is familiar with, and agrees to comply with, all applicable rules and regulations governing motor carriers operating under a Class E Household Goods Certificate.

2. Anytyme Movers provided a safety certification and certified there are no outstanding judgments pending against it. Anytyme Movers provided a financial statement indicating it is financially fit to carry out the proposed carrier services. Furthermore, Anytyme Movers certified it agrees to operate in compliance with the statutes and regulations that govern motor carriers operating with a Class E Household Goods Certificate.

3. The evidence shows Anytyme Movers owns a 2012 Ford box truck and provided a certificate of insurance. Mr. Williams testified he has four employees to assist him in the business.

4. Anytyme Movers provided a Final Tariff setting forth its hourly rates and a Bill of Lading.<sup>1</sup> We find the tariff and business plans as presented to be appropriate.

5. Anytyme Movers is fit, willing, and able to perform the service it proposes, and the Application should be approved.

6. ORS will ensure that Anytyme Movers meets all appropriate requirements for the issuance of a Class E Household Goods Certificate.

## **VII. CONCLUSIONS OF LAW**

1. Anytyme Movers is fit, willing and able to appropriately perform the services proposed in the Application, pursuant to the criteria specified in Regulation 103-133 (1).

2. Anytyme Movers has shown the public convenience and necessity is not already being served, pursuant to Regulation 103-133(1).

3. Anytyme Movers presented the affidavit of a shipper witness in compliance with Regulation 103-133(1).

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<sup>1</sup> The Final Tariff is attached as Order Exhibit 1 and the Bill of Lading, with contract terms and conditions, is attached as Order Exhibit 2.



### **VIII. ORDERING PROVISIONS**

#### **IT IS THEREFORE ORDERED:**

1. The Application of Anytyme Movers LLC for a Class E Household Goods Motor Carrier Certificate of Public Convenience and Necessity is approved.

2. Anytyme Movers shall file with ORS the proper license fees, proof of liability insurance (Form E), and other information required by Sections 58-23-10 through 1830 of the South Carolina Code of Laws (2015), by the South Carolina Code of State Regulations 103-100 through 846 (2012), and by Regulations 38-400 through 447 (2011), within ninety days of the date of this Order, or within such additional time as may be authorized by the Commission.

3. Upon compliance with the filing of information as required by Sections 58-23-10 through 1830, and Regulations 103-100 through 846, a Certificate shall be issued by ORS to Anytyme Movers authorizing the motor carrier services granted herein.

4. Prior to compliance with the requirements regarding the filing of certain information with the ORS and receipt of a Certificate, the motor carrier services authorized by this Order shall not be provided.

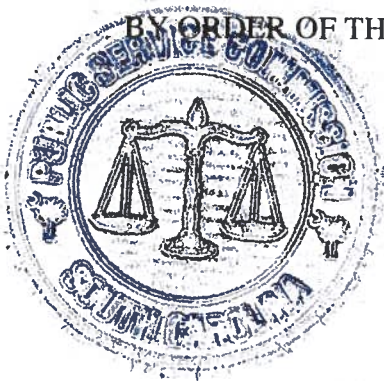
5. Failure of Anytyme Movers to either (1) complete the certification process by complying with the requirements of filing with the ORS proof of appropriate insurance and the payment of license fees and such other information required by law within ninety days of the date of this Order or (2) request and obtain from the Commission additional time to comply with the requirements stated above, this Order granting the Application

shall be deemed null and void, and the Application herein shall be dismissed without prejudice. In this event, no further order of this Commission is necessary.

6. Should Anytyme Movers fail to comply with the requirements set forth in this Order, then ORS is requested to furnish the name and docket number of Anytyme Movers to the Commission pursuant to the two-month reporting requirement contained in Order Number 2014-443 (May 21, 2014). After such notification, the Docket shall be closed.

7. This Order shall remain in full force and effect until further Order of the Commission.

BY ORDER OF THE COMMISSION:



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Justin T. Williams, Chairman  
Public Service Commission of  
South Carolina

**REGULATIONS AND SCHEDULE OF CHARGES APPLICABLE TO  
CERTAIN INTRASTATE HOUSEHOLD GOODS MOVES WITHIN THE  
STATE OF SOUTH CAROLINA**

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**Applicability of Tariff**

This tariff contains the regulations and rates applicable to the provision of intrastate household goods moved by Anytyme Movers, LLC. These services are furnished between points and places in South Carolina.

**SECTION 1****1.0 Transportation Charges**

Transportation Charges include the hourly rates as listed below.

**1.1 Hourly Rates and Charges**

Moves will be conducted on a “straight time” basis, with a minimum hourly charge as set out below plus actual travel time. The clock starts at the appropriate hourly rate when the movers leave the Anytyme Movers, LLC office location, and includes the movers estimate return time to the office location.

<b><u>Number of Movers</u></b>	<b><u>Hourly Rate</u></b>
Two Men and a Truck	\$95.00
Three Men and a Truck	\$125.00
Four Men and a Truck	\$150.00
Each Additional Man	\$20.00 per man/per hour

**1.2 Office Hours / Minimum Hourly Charges:**

Anytyme Movers, LLC will operate Monday – Friday, 8:00 am – 8:00 pm and Saturday and Sunday from 8:00am – 6:00pm.

Monday- Friday	Two-Hour Minimum Charge
Saturday- Sunday	Three-Hour Minimum Charge
Recognized Federal Holidays	Four- Hour Minimum Charge

After the minimum hourly charge, the hourly rates are calculated in fifteen-minute increments. Any interim charge is rounded up to the next fifteen-minute increment. If customers cancel within 48 hours of their move, Anytyme Movers, LLC will charge the applicable minimum. Hourly rates are the same, seven days a week, 24 hours a day, in every season of the year. Customers are not charged an additional fee for overtime labor.

**SECTION 2****2.0 ADDITIONAL SERVICES**

The following charges shall be assessed in addition to the hourly rates quoted in Section 1 of this tariff, in connection with a move involving additional items:

**2.1 Bulky Article Charges (per item)**

- Floor Model Television (48" or above) - \$120
- Pool Tables- \$275
- Gun cabinet - \$90
- Steel Gun Cabinet (in excess of 400 lbs.) - \$150
- Hot Tubs, Whirlpools - \$250
- Riding Lawnmowers- \$120
- Freezers - \$90
- Flat Screen Televisions (41" or above) \$70.00
- Golf Carts \$150

**2.2 Elevator or Stair Carry**

Anytyme Movers, LLC charge an additional fee of \$75 per elevator/stair flight carry (1 flight of stairs includes 10 steps), plus an additional \$5 per step within one flight carry more than 10 steps, except as specified in Section 2.1 above.

**2.3 Excessive Distance or Long Carry Charges**

Anytyme Movers, LLC charge an additional fee of \$150 for carrying articles an excessive distance, of more than 50 feet from the front door to the motor vehicle or from the motor vehicle to the front door.

**2.4 Pick Up and Delivery**

Anytyme Movers, LLC charge an additional fee of \$50 for each additional pick-up(s) or deliveries after the initial stop.

**2.5 Packing and Unpacking**

**2.5.1** Anytyme Movers, LLC does not charge an additional fee for packing and unpacking. The packing rate is the same as the hourly rate listed in Section 1; plus the market price of packing materials, including sales tax on the materials.

**2.5.2** Anytyme Movers, LLC is not responsible for items packed by the customer. Boxes containing fragile or breakable items must be properly labeled. Anytyme Movers, LLC reserves the right to decline any moves consisting of extremely large or fragile items.

**2.6 Piano Charges**

Anytyme Movers, LLC will not move pianos.

**2.7 Articles, Special Servicing**

The rates and charges in this tariff do not include servicing or connection of appliances such as freezers, refrigerators, computer equipment, washers, dryers, televisions, and similar articles.

**2.8 Waiting Time**

The customer is charged the rates specified in Section 1 for all waiting time or delays which are not the fault of Anytyme Movers, LLC.



**SECTION 3****3.0 RULES AND REGULATIONS****3.1 Claims**

- 3.1.1** All claims for loss, damage or overcharge must be written and should be attached to the Bill of Lading.
- 3.1.2** Claimant must notify carrier of all claims for concealed damage within 30 days of the move. Anytyme Movers, LLC must be given reasonable opportunity to inspect damaged items.
- 3.1.3** Although our movers will be careful with your possessions, from time to time damages may occur. If damages are caused by our service, Anytyme Movers, LLC reserves the right to repair the damage(s) in question. If we determine that damages can not be repaired, we reserve the right to either replace or compensate (actual cash value) for the damage. If there is damage, notify Anytyme Movers, LLC immediately. They will complete a Damage Report before they leave your site. If you discover damage after the move, call the office within 30 days of your move. No damage claims will be honored until the charges for moving services are paid in full. You will be asked to sign a Release of Liability acknowledging this.
- 3.1.4** Anytyme Movers, LLC maximum liability shall be \$0.60 per pound for the actual weight of any lost or damaged article or articles. A claim for any article that may be lost, destroyed, or damaged while in the custody of Anytyme Movers, LLC will be settled based on the value of the item or damage up to a maximum of the weight of the article times \$.60 per pound. This value is often less than the actual value of your article(s).
- 3.1.5** Full (Replacement) Value Protection. Full replacement coverage may be obtained from third-party providers.

**3.2 Computing Charges**

Anytyme Movers, LLC rates are computed by multiplying the applicable hourly rate by the time as provided in Section 1.

**3.3 Governing Publications**

Anytyme Movers, LLC rates and charges are governed by the terms and conditions of this tariff, and the Rules and Regulations of the South Carolina Public Service Commission.

**3.4 Items of Particular Value**

Anytyme Movers, LLC does not assume any liability whatsoever for documents, currency, credit cards, jewelry, watches, precious stones or articles of extraordinary value including accounts, bills, deeds, evidences of debt, securities, notes, postage stamps, stamp collections, trading stamps, revenue stamps, letters or packets of letters, alcoholic beverages, firearms, coin collections, articles of peculiarly inherent or intrinsic value, precious metals or articles manufactured there from. Anytyme Movers, LLC will not accept responsibility for safe delivery of such articles if they come into Anytyme Movers, LLC possession with or without Anytyme Movers, LLC's knowledge.

**3.5 Bill of Lading, Contract Terms, and Conditions**

Each customer will be provided with a copy of Anytyme Movers, LLC's Bill of Lading. The terms and conditions of the Bill of Lading, attached hereto, are hereby incorporated by reference.

**3.6 Delays**

Anytyme Movers, LLC shall not be liable for any delays in transporting household goods resulting from an act of God or fault or neglect of any unforeseen entities.

**SECTION 4****4.0 PROMOTIONS**

Anytyme Movers, LLC shall apply the following promotions, in a uniform and nondiscriminatory fashion:

**4.1 Military/Senior Citizens**

A promotional rate of normal hourly service charges for moving, packing and unpacking items listed below will be applied for customers who are active duty military, disabled veterans, and senior citizens (age 65 and older) that provide proper proof of same. Extra chargeable items will follow rates in Section 2.1. Moves will be conducted on a "straight time" basis, with a minimum hourly charge as set out in Section 1.2 plus actual travel time. The clock starts at the appropriate hourly rate when the movers leave the Anytyme Movers, LLC office location, and the movers estimate return time to the office location. The hourly rates and charges are indicated below:

<b><u>Number of Movers</u></b>	<b><u>Hourly Rate</u></b>
Two Men and a Truck	\$85.50
Three Men and a Truck	\$118.00

Anytyme Movers, LLC

South Carolina Household Goods Tariff- Final

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Four Men and a Truck  
Each Additional Man

\$139.00  
\$19.00 per man/per hour

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Date Proposed: 03/09/2021  
Effective Date: \_\_\_\_\_

Order Exhibit 1  
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296948

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PSC

ANYTIME MOVERS, LLC  
367 FOX SQUIRREL CIRCLE  
COLUMBIA, SC 29209  
PHONE: 843-229-4884

CONTACT NAME: CONTROL MGR. ABOVE ADDRESS OR TEL BY BOX NUMBER. REF. TO THIS REC. NO.

SHIPPER \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
FLOOR \_\_\_\_\_ ELEV. \_\_\_\_\_ TEL \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

CONSIGNEE TO \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
FLOOR \_\_\_\_\_ ELEV. \_\_\_\_\_ TEL \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

NOTIFICATION OF WEIGHT & CHARGES

SHIPPER REQUESTS NOTIFICATION OF ACTUAL  
WEIGHT & CHARGES TO PARTY SHOWN BELOW

NOTIFY \_\_\_\_\_ TEL \_\_\_\_\_  
ADDRESS \_\_\_\_\_

PREPARED BY: \_\_\_\_\_  
ON PERIOD OF TIME \_\_\_\_\_

ALL CHARGES ARE TO BE PAID IN CASH, MONEY ORDER, OR  
CERTIFIED CHECK BEFORE CARRIER DELIVERS OR RELINQUISHES  
POSSESSION UNLESS INDICATED BY CARRIER. PERSONAL CHECK  
WILL NOT BE ACCEPTED.

RECEIVED  
SUBJECT TO

ROUTING

GENERAL  
CONDITIONS:

RATES, RULES AND REGULATIONS IN

TARIFF \_\_\_\_\_ SEC. \_\_\_\_\_

## INVOICING

GOVT. B/L No. \_\_\_\_\_  
BILL CHARGES TO \_\_\_\_\_

## WEIGHT AND SERVICES

☐ SPACE RES. \_\_\_\_\_ CU. FT.

EXPEDITED SERVICE ORDERED BY SHIPPER DELIVERED ON OR BEFORE

☐ EXCL. USE OF VEH. \_\_\_\_\_ CU. FT.

THIS SHIPMENT WILL MOVE SUBJECT TO  
THE RULES AND CONDITIONS OF THE CAR-  
RIER & TARIFF. ALL TERMS PRINTED OR  
STAMPED HEREON OR ON THE REVERSE  
SIDE HEREOF. SHIPPER HEREBY RELEASES  
THE ENTIRE SHIPMENT TO A VALUE NOT  
EXCEEDING \_\_\_\_\_ THE CARRIER'S LI-  
ABILITY FOR LOSS AND DAMAGE WILL BE 60  
¢ PER LB. PER ARTICLE UNLESS A GREATER  
AMOUNT IS SPECIFIED BY THE SHIPPER.

GROSS	TARE	NET	RATE	CHARGES
TRANSPORTATION _____ MILES				
ADD'TL. LAB. CHG. (PER SHIPMENT CHARGE)				
ADD'TL. TRANS. (SURCHARGE) _____ <input type="checkbox"/> ORIG. <input type="checkbox"/> DEST.				
EXTRA PICKUPS OR DELIVERIES: NO. _____ BY _____				
AT _____				
EXCESSIVE CARRY _____ ELEVATOR _____ STAIRS _____				
PIANO HANDLING: OUT _____ IN _____ HOIST _____				
ADD'TL. LABOR _____ MEN FOR _____ MAN HOURS _____				
WAREHOUSE HANDLING _____				
TRANSIT STORAGE: FROM _____ TO _____				
S.I.T. VALUATION CHARGE _____				

SIGNED \_\_\_\_\_  
Shipper \_\_\_\_\_ Date \_\_\_\_\_

## TIME RECORD

START \_\_\_\_\_  
FINISH \_\_\_\_\_  
AM AM Customers Initials  
PM PM Customers Initials

JOB HOURS \_\_\_\_\_  
TRAVEL TIME \_\_\_\_\_  
TOTAL HOURS \_\_\_\_\_

TRANSPORTATION SERVICES  
HOURLY CHARGE

STRAIGHT TIME  
VAN(S) \_\_\_\_\_ MEN \_\_\_\_\_ HOURS AT \$ \_\_\_\_\_ PER HR.

OVERTIME SERVICES  
VAN(S) \_\_\_\_\_ MEN \_\_\_\_\_ HOURS AT \$ \_\_\_\_\_ PER HR.  
TRAVEL TIME HOURS at \$ \_\_\_\_\_

OTHER CHARGES \_\_\_\_\_

OTHER CHARGES \_\_\_\_\_

PACKING \_\_\_\_\_

INSURANCE \_\_\_\_\_

TOTAL \_\_\_\_\_

DATE DELIVERED \_\_\_\_\_

## APPLIANCE SERVICES

ORIGIN DUE \_\_\_\_\_

DEST. DUE \_\_\_\_\_

## OTHER CHARGES

CARTAGE: TO WHSE <input type="checkbox"/> FROM WHSE <input type="checkbox"/> ORIG <input type="checkbox"/> DEST <input type="checkbox"/> MI	QUANTITY
BARRELS _____	5
CARTONS _____ LESS THAN	1 1/2
CARTONS _____	1 1/2
CARTONS _____	3
CARTONS _____	4 1/2
CARTONS _____	6
CRIB MATTRESS _____	
WARDROBES (USE OF) _____	
MATTRESS CARTON NOT EXCEEDING 39 x 75 _____	
MATTRESS CARTON NOT EXCEEDING 54 x 75 _____	
MATTRESS CARTON EXCEEDING 54 x 75 _____	
CRATES _____ MIRROR CARTONS _____	
TOTAL PACKING _____	

TOTAL CHARGES ☐ CHGE ☐ PPD ☐ C.O.D. ☐ G.B.L. TOTAL CHARGES

PREPAYMENT: COLLECTED BY \_\_\_\_\_

BALANCE DUE: COLLECTED BY \_\_\_\_\_

DELIVERY ACKNOWLEDGEMENT: SHIPMENT WAS RECEIVED IN GOOD CONDITION EXCEPT AS NOTED ON INVENTORY, AND SERVICE  
ORDERED WERE PERFORMED

REC'D FOR STORAGE \_\_\_\_\_ WAREHOUSE \_\_\_\_\_ CONSIGNEE \_\_\_\_\_

BY

DED

## Order Exhibit 2

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## CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the acts of public authority, quarantine, riots, strikes, perils of navigation, the act or default of the shipper or owner, the nature of the property or defect or inherent vice therein. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for the loss or damage thereto or responsibility for its condition, operation or functioning, whether or not such property or any part of it is packed, unpacked, or packed and unpacked by the shipper or its agent or the carrier or its agent. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for damage to or loss of contents of pieces of furniture, crains, bundles, cartons, boxes, barrels or other containers unless such contents are open for the carrier's inspection and then only for such articles as are specifically listed by the shipper and receipted for by the carrier or its agent.

(c) Except in case of negligence of the carrier or party in possession, the carrier or party in possession of any of the property herein described shall not be liable for delay caused by highway obstruction, or faulty or impassable highway, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment.

(d) Except in case of negligence of the carrier or party in possession the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held or stored in transit upon request of the shipper, owner, or party entitled to make such request, whether such request was made before or after the carrier comes into possession of the property.

(c) In case of quarantine the property may be discharged at the risk and expense of the owners to quarantine depot or elsewhere as required by quarantine regulations or authorities, and in such case, carrier's responsibility shall cease when the property is so discharged; or property may be returned by carrier at owner's expense to shipping point earning charges both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection at other costs done or required by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantines or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any declaration made by him or his agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carrier harmless from any expense he may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular schedule, vehicle, train or vessel or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier in possession of the property when the loss, damage or delay occurred, within 30 days after delivery of the property (or in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimants; the carrier has disavowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property so far as this shall not avoid the policies or contracts of insurance; provided that the carrier reimburse the claimant for the premium paid thereon.

Sec. 8. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary coopersage, packing and repacking at owner's cost.

Sec. 4. (a) Property not received by a party entitled to receive it within the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and placement of the property for delivery at destination, or at the time tender of delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a warehouse at the point of delivery or at other available points, at the cost of the owner, and where the carrier is the owner of the warehouse, the carrier shall be entitled to the usual warehouse charges, including a reasonable storage charge, for the period of storage. In the event the consignee does not, by notice to the carrier, direct the address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery or said consignee or party entitled to receive it fails to receive it or claim within 10 days after notice of arrival of the property at destination shall have been duly sent or given, the carrier may sell or cause to be sold the property at the highest bidder, at such place as may be designated by the carrier; provided, that the carrier shall have given written notice to the consignor or notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the party to whom consigned, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published; provided, that 60 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it or consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale; provided, that if there be time for service of notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(c) The proceeds of any sale made under this section shall be applied by the carrier to the payment of advances, tariff charges, packing, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense; and should there be a balance, it shall be paid to the owner of the property sold hereunder.

(f) Where the carrier is directed to load property from (or render any services at) a place or places at which the consignor or his agent is not present, the property shall be at the risk of the owner before loading.

Where the carrier is directed to unload or deliver property (or render any services) at the place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.

Sec. 5. No Carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec 8. Explosives or dangerous goods will not be accepted for shipment. Every party whether principal or agent shipping such goods shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier will not be liable for safe delivery of the shipment.

Sec. 7. The owner or consignee shall, in addition to the advances, tariff charges, packing and storage, if any, and all other lawful charges accruing on said property; but except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignee shall deliver or relinquish possession at destination of the property covered by any other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading, that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges: Provided, that, where the carrier has been instructed by the shipper or consignee to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignor (a) is an agent who has no beneficial title to said property, and, (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment recognized or diverted to a point other than that specified in the bill of lading and its contents, has so notified the carrier in writing of the name and address of the beneficial owner of said property, and, in the case of the shipper or consignor, or, in the case of a shipment so recognized or diverted, the beneficial owner, is such consignee shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the advances or tariff charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange for or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election for common law or bill of lading liability, in or in connection with each prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. Any alteration, addition or erasure to this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect and this bill of lading shall be enforceable according to its original tenor.